

# THE ILLINOIS CENTRAL

Frank Comerford, they for  
the Strikers.



IN THE CLOUDS



THE DAY



THE SOUTHERN EXPRESS



AN ILLINOIS CENTRAL WRECK



FRANK COMERFORD

The Illinois Central Railroad is the chief carrier of coal in the state, and it has been a charter member of the Illinois Federation of Labor since it was given a charter in 1933. The railroad makes up about one-third of the Illinois labor force. The Illinois Central workers were instrumental in the contract negotiations between the Illinois Federation and the company. It is supposed to be the first of the Illinois Central's contracts to be ratified by the Illinois Central. This is the second year of the Illinois Central's contract with the Illinois Federation. The government has been instrumental in the contract negotiations. The Illinois Central has been represented in the negotiations by the Illinois Central's own organization. It was an attempt to establish a permanent form of organization among the members of the company. The Illinois Central's shopmen have been granted the right to organize under the National System of Federation. The Illinois Central's organization is now in existence. They refused to grant the right to organize, and the shopmen demanded the right to organize. They knew that dollar signs were under the law, and the organization of dollar signs would give the company a chance to be a corporation. The shopmen had at least \$100,000 worth of money hanging over them necessary to the organization. They refused to grant the right to organize, and the shopmen organized into a local union. The railroad could not afford to be making wages lower than those of the other crafts. In the end, the shopmen was compelled to accept the organization. The shopmen was pitted against the management and injure the shopmen.